

CHAPTER 14: WARD 3 PLAN

Secs.	
1400	WARD 3 General Provisions
1401	WARD 3 Economic Development
1402	WARD 3 Housing
1403	WARD 3 Environment
1404	WARD 3 Transportation
1405	WARD 3 Public Facilities
1406	WARD 3 Urban Design
1407	WARD 3 Preservation and Historic Features
1408	WARD 3 Human Services
1409	WARD 3 Land Use

1400 WARD 3 GENERAL PROVISIONS

1400.1 The plan for Ward 3 has been developed with three (3) guiding principles:

- (a) The ward plan should focus on issues unique to Ward 3. If a planning issue is applicable to the ward only because of its citywide import, then it more likely belongs in another element of the Comprehensive Plan and not the ward plan;
- (b) This ward plan follows the format of the first eleven (11) elements of the Comprehensive Plan. It supplements the Plan and, for the most part, interprets the Comprehensive Plan's more general objectives and policies. The ward plan attempts to apply the first eleven (11) elements to the ward. In some instances there is no statement in the ward plan corresponding to a statement (or even a subsection) in the Comprehensive Plan; this omission most likely means that the Comprehensive Plan statement is applicable without qualification to the ward; and
- (c) Generally, the ward plan should contain answers, not merely state issues.

1400.2 Major themes for Ward 3:

- (a) Protecting the Ward's residential neighborhoods:
 - (1) Ward 3's most outstanding characteristic is its low density, stable residential neighborhoods. Although the ward's communities retain individual and distinctive identities, a shared concern from American University Park and Friendship Heights to Woodley Park and throughout is one of pride and commitment to neighborhood and home; and
 - (2) Residents seek to ensure that stability is maintained. Accordingly, no significant land use changes have been indicated in the first eleven (11) elements of the

Comprehensive Plan, and it is a major theme of this ward plan to protect and maintain the low-density, high-quality character of the ward;

(b) Controlling redevelopment:

- (1) Ward 3, its residents, businesses, and institutional establishments are significant contributors to the District's total economy. While the people of the ward recognize and generally take pride in this contribution, their single greatest concern is the possibility of unrestrained development diminishing the quality of life. With two (2) of the city's longest and busiest commercial corridors, Connecticut and Wisconsin Avenues, this sentiment is justified historically. The last (2) decades have witnessed major redevelopment in Friendship Heights, Tenley Circle, Spring Valley, Van Ness (at Connecticut), Wesley Heights, and Woodley Park, and unsuccessful redevelopment efforts in Cleveland Park, Glover Park, and McLean Gardens. Major redevelopment is often accompanied by undesirable effects, particularly increased traffic. This presents problems for small businesses (e.g., loss of parking, higher rents) and has spillover effects penetrating nearby residential neighborhoods. These problems are particularly acute on streets where one side of the street has commercial zoning and commercial uses and the other side of the street has low-density or moderate-density residential zoning and conforming residential uses;
- (2) The economic development goals for Ward 3 differ from those in other wards. The Economic Development Element of the Comprehensive Plan is principally concerned with the generally agreed upon need to stimulate more economic development overall in the District. From the point of view of the District as a whole and the ward in particular, this need does not apply to Ward 3. Rather, the issue in Ward 3 is how to channel the very strong momentum of economic development that exists while protecting and enhancing the primarily residential nature of the ward - a quality of life that in turn attracts additional economic pressures for development; and
- (3) The economic development called for in the Comprehensive Plan will be of greatest benefit and viability to the District as a whole if the following two (2) conditions are present:
 - (A) Growth is targeted where most needed as reflected in the overall plan for the city. In particular, large-scale retail should be targeted first to other wards of the District; and
 - (B) Strong residential areas are maintained throughout the city (which makes the District more attractive to the types of organizations that the District considers desirable). Without such areas, many organizations may prefer to locate outside the District;

(c) Preserving and promoting cultural and natural amenities:

- (1) The combination of development pressure and environmental awareness has led to an increased appreciation of the ward's natural resources. These resources include Rock Creek Park, Glover Archbold Park, Battery Kimble Park, and Fort Reno Park, as well as numerous smaller parks, recreation centers, playgrounds, and open spaces. Many of the ward's larger parks and natural recreation areas function as resources for the entire city, as well as ward residents. The loss of open space and natural areas is an important concern. So, too, is the potential disposal of land owned by the federal government - much of which is undeveloped or borders parklands. Development on or near park borders is another threat to the ward's natural resources. Thus, it is a major theme of this ward plan that the integrity of parklands be maintained and improved wherever necessary; and
- (2) Ward 3 has a variety of cultural resources, including colleges and universities, religious institutions, community centers, and other public and private facilities. In this regard there is sometimes tension between protecting or promoting these resources on the one hand and limiting their potential for adverse impacts on the other. One example is the Washington National Cathedral, a great tourist attraction. It should be protected from nearby dense development that would despoil its setting. But its attractiveness generates tourist traffic that often clogs nearby roads. Another example is the presence of major universities which have vast cultural and educational resources available to local residents. Yet ward residents are concerned that the growth of these institutions will be incompatible with overall community goals and objectives. It is a major theme of this ward plan that there be a balancing between promoting and limiting these resources and their potential;
- (d) Preserving the historic character of the ward: Although the buildings in Ward 3 are relatively new compared to the average age of structures in the older parts of the city, there are numerous historic sites, structures, and districts throughout the ward. It is a major theme of this ward plan that qualifying landmarks throughout the ward be respected and preserved; and
- (e) Sharing the burden: Residents of Ward 3 feel anguish at the unrelenting problems, such as homelessness and hunger, facing the less fortunate throughout the city. There is no question that the ward must share in the social challenges of the city, but sometimes an issue has arisen in terms of scale, such as how large a facility should be. This is in keeping with the low-density quality of the ward. There is strong support in the ward for scattering small-scale homeless shelters throughout the ward (which is being actively promoted in churches), providing counseling and referral facilities on the commercial corridors, and accepting small community residence facilities within the single family neighborhoods of the ward. It is a major theme of this ward plan that such efforts, in compatible scale and scattered throughout, continue as appropriate.

1401.1 Preface:

- (a) Like many other areas, Ward 3 is primarily a residential sector of the District, rather than a center for commercial or industrial activity. Because of this, Ward 3's role in contributing to the District's economic development is limited to:
 - (1) Maintaining existing commercial and institutional uses;
 - (2) Maintaining and expanding the residential component; and
 - (3) Carefully controlling infill development;
- (b) The primary economic development issue for Ward 3 is not whether to stimulate more development, but rather how to control the strong development pressures that already exist. These pressures arise largely from the relative affluence of the ward's population, lower costs for commercial land, excellent transportation, and perceived public safety. Managing economic development in the ward can benefit both the ward and the city as a whole: by maintaining the ward's qualities while redirecting development to other, more desirable, areas of the city;
- (c) As with every ward, there is a need to ensure that any new non-residential development is sensitive to, and avoids adversely affecting, proximate residential areas. For Ward 3, any new development also must be physically compatible with the predominantly low- and moderate-density character of the ward. Since most of the ward's commercial areas are designated low density in the Land Use Element, with many also designated as local neighborhood centers, new commercial development in those areas should be of the type that provides a range of goods and services necessary to support the household needs of the ward's residents; and
- (d) In these low density or local neighborhood centers, the need to provide a variety of retail services is important. The concentration of uses (e.g., bars and restaurants) should be avoided. Office space should be limited and be incidental. Ward 3 already provides an important economic base to the District; yet, it offers some further economic opportunities. Those opportunities can be enhanced by a variety of actions such as parking and loading studies, streetscape plans, transportation system management measures, and more efficient solid waste management. However, the wards need for public actions is not as great as other ward's; the Comprehensive Plan's policies for joint public-private ventures and community development corporations are necessarily focused elsewhere.

1401.2 Relation of Ward 3 to the declaration of major policies in the Economic Development Element of the Comprehensive Plan:

- (a) The ward can play a role in the District's function as the National Capital and economic center of the region;

ENROLLED ORIGINAL

- (b) The ward is host to public sector activities such as the Naval Observatory, Vice President's house, U.S. Naval Security Station, Dalecarlia Water Treatment Plant, and the National Zoo;
- (c) The ward is host to major institutional activities such as the Washington National Cathedral, the National Presbyterian Center, Sibley Memorial Hospital, the Army Distaff Foundation (Knollwood), and Youth For Understanding. Major educational institutions include The American University, the University of the District of Columbia, the Howard University Law School, Mount Vernon College, Wesley Theological Seminary, the Washington School of Ballet, and numerous public and private primary and secondary schools;
- (d) The ward is host to several major corporations including the Federal National Mortgage Association and four (4) commercial television stations serving the region: WRC/NBC; WTTG/FOX; WJLA/ABC; and WUSA/CBS;
- (e) The ward is host to international activities such as the International Center, INTELSAT, the chancery complex for Russia, and numerous embassies;
- (f) The ward hosts significant convention facilities at the Washington Sheraton and the Omni Shoreham hotels; and
- (g) The ward has regional and multi-neighborhood retail centers at Friendship Heights, Tenleytown, and Connecticut/Van Ness.

1401.3 Economic development and growth goals:

- (a) Residential Development: Ward 3 can contribute to the economic viability of the District through the protection and promotion of its residential character. This residential sector contributes significantly to the District's population and also to the District's tax base through substantial property, income, and other tax revenues;
- (b) Commercial Development: The defined commercial areas within Ward 3 are already established but do present limited opportunities for infill development. This commercial economic development must be tempered with the overall residential nature of the ward. Commercial development should be strictly limited to areas currently zoned for commercial activity and not be allowed to extend into areas currently zoned as residential. Any new development should contribute foremost to the range of retail goods and services that are necessary to support the household needs of Ward 3 residents. Special protections should be considered to alleviate the impact on low-density or moderate-density housing that is directly across the street from commercial development;
- (c) There is no opportunity for industrial economic development in Ward 3; and

ENROLLED ORIGINAL

- (d) Any new economic development in Ward 3, because of the stable and overwhelmingly residential nature of the ward, must be evaluated in terms of compatibility and potential adverse impacts on neighborhoods. To preserve the residential character of 43rd Street, N.W., and adjoining streets, development of Square 1661 on Wisconsin Avenue should continue to adhere to the limitations approved in the Planned Unit Development for this site.
- 1401.4 Effective economic development and growth objective and policies: Economic development and growth in Ward 3 can be achieved without resort to the joint public and private economic development entity called for in the Economic Development Element.
- 1401.5 District promotion objective and policies: Ward 3 can contribute to the District's promotion objective in two (2) ways:
 - (a) Enhancing tourist attractions such as the Washington National Cathedral, National Zoo, Rock Creek Park, C & O Canal, and the Fort Circle Park System; and encouraging potential attractions such as the Naval Observatory. For those that are federal sites, the District can promote improvements to adjacent public and privately owned land; and
 - (b) Ensuring that major gateways into the District, in Ward 3, are attractive in a manner consistent with the McMillan park-like objectives of the city.
- 1401.6 Stimulating private sector growth objectives and policies:
 - (a) The ward's economic development is dependent on private sector initiatives, which have been stimulated by the economic characteristics of the ward and without the substantive governmental action suggested in the Economic Development Element. For Ward 3, unlike some other areas of the city, public action is needed less to stimulate private sector initiatives than to control them; and
 - (b) The priority for stimulating and facilitating a variety of commercial, retail, and residential development investments appropriate to selected Metrorail station areas outside the Central Employment Area should be consistent with the Land Use Element and accompanying maps. Residential development adjacent to Metrorail stations in the ward should include "starter homes" and owner-occupied housing.
- 1401.7 Economic development outside the central employment area objective and policies: Ward 3 presents the opportunity for discrete, highly-focused economic activity at specific locations:
 - (a) Development of housing, with some retail and limited office space, at Tenleytown on the east side of Wisconsin Avenue between Albemarle and Brandywine streets;
 - (b) Development of housing at Friendship Heights, particularly in the extant, large parking lots (Lord & Taylor and Metro) and in the 5300 block of 43rd Street, N.W.;

- (c) Chancery, institutional, and office infill development in the Connecticut and Van Ness area;
- (d) Infill low density neighborhood-serving commercial at the local neighborhood centers identified in the Land Use Element;
- (e) Development of single family housing at the “Miller Tract” to the west of Massachusetts Avenue near Westmoreland Circle; and
- (f) Development of multi-family housing on Wisconsin and Connecticut avenues consistent with the land use designations in the Land Use Element.

1401.8 Neighborhood and multi-neighborhood retail and commercial centers objective and policies: Economic development and growth in Ward 3 can be achieved without resorting to community development corporations (“CDC”), co-venturing, and public resource leveraging called for in the Economic Development Element.

1401.9 Public action objective and policies: The Office of Planning should develop a unified streetscape plan for Ward 3, including guidelines for the type of amenities which new developments must include in order to be approved, and an enforcement plan which includes penalties adequate to promote compliance.

1402 WARD 3 HOUSING

1402.1 Preface:

- (a) Ward 3’s existing housing stock ranges from low density to high density. There are several large estates of historic significance; there are a number of neighborhoods almost entirely comprised of detached single-family homes; there are several neighborhoods distinguished by semi-detached homes and row houses; and there are apartment buildings of every size along the avenues. Two (2) characteristics - the prevalence of detached single-family housing and the concentration of medium and high density housing on three (3) major avenues - distinguish Ward 3 from the other wards;
- (b) The overall demand for housing in Ward 3 has remained strong over the years, including times of recession. Between 1970 and 1980, and again between 1980 and 1990, the number of occupied housing units increased in Ward 3 - in both decades going against the city-wide trend toward a net loss of units. This growth in Ward 3 has resulted from the relative safety in terms of crime, an acceptable balance between population size and accessible, neighborhood-serving goods and services, public schools that operate well with strong parental support, and from the general stability of the ward’s neighborhoods in spite of sometimes intense pressure for redevelopment;
- (c) The ward’s housing supply is in generally good condition, in large part a reflection of economic demand. Sales and rental prices are among the highest in the city, and the

ward continues to be an attractive residential choice for a relatively affluent population. These two (2) characteristics - stability and affluence - doubly benefit the city by significantly contributing to the tax base while requiring minimal social services;

- (d) One public policy issue is the need for “affordable” housing. There is one public housing site in the ward, the one hundred sixty (160) unit Regency House for senior citizens on upper Connecticut Avenue. The relative dearth of low- and moderate-income housing in the ward is in large part attributable to development pressures. These pressures have caused the conversion of thousands of moderate-income rental stock to more upscale condominiums or, along Wisconsin and Connecticut Avenues, to office space. The conversion or replacement of older housing stock has particularly disadvantaged the elderly, low- and moderate-income renters, and young workers just entering the job market. On the other hand, the large number of conversions of rental apartments to condominium units has enabled the ward to continue providing ownership opportunities to individuals and families otherwise priced out of the housing market;
- (e) To some extent Ward 3 is a victim of its own success. Its success is reflected in property assessments. As assessments escalate, those residents unable to afford the higher housing costs face displacement - particularly retired people on fixed incomes who purchased their homes long ago;
- (f) Thus, the major public policy issue confronting the ward is the prevention of further displacement of residents, particularly those with low- and moderate-income, as a result of redevelopment, conversions, and escalating taxes;
- (g) There is little vacant property available for development. The vacant parcels that do exist are small in size (available for what planners term “infill” development), and even in the aggregate are not suitable for significant development of new housing in the ward. However, there is underutilized land in the ward that should be the focus for the development of new housing; these areas have been designated in the Land Use Element as housing opportunity areas; and
- (h) While new housing is needed, all development proposals must be evaluated to avoid adverse impacts on neighborhood stability, traffic, parking, and environmental quality.

1402.2 Relation of Ward 3 to the declaration of major policies in the Housing Element of the Comprehensive Plan:

- (a) Ward 3 can meet the housing needs of many current and future residents. It is a predominantly residential ward with only about five percent (5%) of its zoned land in non-residential use. The Land Use Element designates several housing opportunity areas in the ward - reflecting the ability of the ward to provide new housing;
- (b) Ward 3’s housing stock is generally sound and the ward has been a leader in the city’s production of new units. The ward exceeds the city-wide average in percentage of owner-occupied units. Much of the ward’s housing stock is benefitting from

downzonings and zoning overlays adopted between 1986 and 1994 and from historic landmark and historic district protections under the Historic Landmark and Historic District Protection Act of 1978, effective March 3, 1979 (D.C. Law 2-144; D.C. Code § 5-1001 *et seq.*);

- (c) The ward also provides a significant share of the city's rental housing. Tenant associations have increasingly organized to further the policy of maintaining reasonably priced rental stock;
- (d) The ward's land use policies, as stated in the Land Use Element, have been developed to provide the greatest housing densities on those corridors that have the best access to transportation and shopping. Two (2) of the ward's housing opportunity areas are designated at Metrorail stations; development potential (if any) should favor housing over commercial at the ward's other three (3) Metrorail station areas; and
- (e) Ward 3 must be particularly sensitive to the needs of its elderly population, which comprises seventeen percent (17%) of the ward and is proportionately the highest in the city. Housing for the elderly must be maintained and increased, especially along the major transportation and commercial corridors of Connecticut and Wisconsin Avenues.

1402.3 General housing objectives for Ward 3:

- (a) In light of the history of displacement described in the preface to this section, general development pressures throughout the ward should not be promoted, but must be controlled. Existing housing should be maintained and improved for current and future residents; and
- (b) Where new development is permitted or is prescribed in the Land Use Element, use such development to provide additional housing, particularly for the elderly and low-to moderate-income populations. Encourage a mix of populations within new or renovated multi-family structures, with up to twenty percent (20%) of the units set aside for low- and moderate-income residents.

1402.4 Policies in support of the general housing objectives: The District government should do the following:

- (a) Work with the private sector (both owners and community groups) to identify sites and increase housing development opportunities in appropriate locations designated in the Land Use Element;
- (b) Expand housing opportunities for the elderly and physically challenged, especially along the major transportation corridors and in the Friendship Heights and Tenleytown Housing Opportunity Areas;

- (c) Provide zoning flexibility for the production of new housing, especially for the elderly and for low- and moderate-income households, through the following mechanisms:
 - (1) Permitting increased residential densities (consistent with design scale and infrastructure capacity) in exchange for incorporating low- and moderate-income or elderly housing in development projects;
 - (2) Considering the provision of elderly and low- and moderate-income housing, when it is a substantial portion of a project, as an important amenity in Planned Unit Developments, provided that such housing shall be on site (given the need for affordable housing in Ward 3, off-site housing shall be disfavored);
 - (3) Restricting major commercial development in the Friendship Heights and Tenleytown housing opportunity areas;
 - (4) Tying the provision of housing into commercial developments when rezoning or other zoning benefits are sought; mixed-use developments should be encouraged in commercial zone districts; and
 - (5) Giving zoning preference to projects that include housing near each of the ward's Metrorail stations;
- (d) Use the Large Tract Review process (10 DCMR §2300) and other approval mechanisms to encourage housing;
- (e) Use municipal bond financing for projects with twenty percent (20%) set asides for the elderly or low- and moderate-income residents;
- (f) Do not consider hotels or other transient uses as meeting the housing objectives for Ward 3;
- (g) Discourage encroachment of nonresidential uses into residential areas;
- (h) Provide more stock by encouraging the inclusion of housing in local neighborhood commercial centers;
- (i) Permit congregate housing while providing adequate regulation to minimize and eliminate adverse effects on surrounding residences; congregate housing is a means to meet the housing needs of the ward's student population as well as young wage earners and others desiring group living; and
- (j) Require that the ward's universities and colleges provide adequate housing for - and promote its use by - their student populations.

- (a) Review recent regulations permitting accessory apartments in single-family dwellings to ensure the optimum balance between the purposes of lower-density residential zoning and the public policy to provide more housing opportunities;
- (b) Develop an outreach program, within the Department of Housing and Community Development, to acquaint residents with existing housing assistance programs that are available in Ward 3;
- (c) Revise the real property tax code to mitigate the impact of substantial tax increases on Class 1 property owners with limited or fixed income; and
- (d) Revise the Planned Unit Development regulations, and treat housing, when consistent with this ward plan and when for low, moderate, or fixed-income households, as an important public amenity.

1403 WARD 3 ENVIRONMENT

1403.1 Preface:

- (a) The quality of the total environment, both natural and human, reflects the interplay of a myriad of District activities and programs, and depends on the ways in which environmental protection efforts are discharged and how they relate to other District activities and programs. The environmental issues confronting Ward 3 in large part affect other wards, too;
- (b) There is a general need for improved planning for, and management of, the ward's natural resources. The ward shares the city's need for improved air and water quality, solid waste management, quality of land, environmental health and sanitation, water and energy conservation, food production and urban gardens, and reducing the impact of aircraft noise;
- (c) Ward 3, unlike most of the city's other wards, is characterized by open spaces, an abundance of greenery, and a predominantly low density built environment. The ward covers five thousand nine hundred eighty-six (5,986) acres (excluding public rights-of-way) of which about half is parkland (including Rock Creek Park (and tributary valleys), Zoological Park, Glover Parkway and Children's Playground, Whitehaven Parkway, Battery Kemble, and the C & O Canal);
- (d) Ward 3 has the lowest population density in the city: sixteen (16) persons per acre for the ward as a whole and twenty-eight (28) persons per acre in residential areas. The categorization of environmental issues in this Ward 3 Plan follows the organization of the Environmental Protection Element of the Comprehensive Plan, and therefore certain issues may not be found easily. For instance, the need to protect parkland from incompatible development adjacent to park borders is discussed under the

objective for water quality and the need to promote tree landscaping is discussed in part under the objectives for air quality and energy conservation; and

- (e) It is essential that future growth and change be sensitive to the protection and enhancement of the total environment. The existing environment should not just be maintained, but must be improved.

1403.2 Relation of Ward 3 to the declaration of major policies in the Environmental Protection Element of the Comprehensive Plan: Because the Comprehensive Plan does not contemplate substantial economic development in Ward 3, the environmental policies of this ward plan are less a response to planned growth, change, and renewal, and are more a direction for improving the environmental quality of an already-built ward.

1403.3 Environmental Protection Goals: The preservation and improvement of the environmental qualities of Ward 3, including maintenance and enhancement of its park and open space system, protection of its healthful verdancy, and encouragement of design solutions that promote both conservation and improvement of the ward's resources, are the primary environmental goals for Ward 3.

1403.4 Improving water quality objective and policies: The District government should do the following:

- (a) Separate combined sewers located in parklands; the combined sewer in Glover Archbold Park may be the largest in the ward; separating it - or at least removing Foundry Branch from the sewer - would have the dual benefits of reducing current burdens on the city's sewerage system and significantly improving the environmental quality of this park;
- (b) Require strict controls in connection with construction to prevent soil erosion that may directly or indirectly (via storm sewers) cause sedimentation of the ward's streams; such controls could often include sedimentation ponds, which may need to be permanent:
 - (1) Promote an increase in plantings (particularly trees but also shrubbery), and encourage the use of permeable surfaces for parking lots, driveways, etc. to reduce storm runoff;
 - (2) Map the Tree & Slope Protection overlay (11 DCMR §1511) in hilly areas throughout the ward in addition to Woodland-Normanstone, particularly in areas adjacent to federal parklands; and
 - (3) Evaluate storm water outfalls into the ward's stream valleys; link the approval of development projects to the improvement of affected outfalls, with the objective of improving, not just maintaining, the quality of water runoff; and

- (c) Identify and protect wetlands areas on private land, usually to be found proximate to the ward's stream valley parks, particularly when such land retains its original topography in significant part; not only should this be accomplished by an official survey of the ward when government resources permit, but this must be an application requirement for individual development proposals.

1403.5 Improving air quality objective and policies:

- (a) The District government should do the following:
 - (1) Minimize unnecessary automobile idling by synchronizing traffic signals and, between midnight and 6:00 a.m., by operating most traffic signals other than on Wisconsin and Connecticut Avenues as flashing amber or red;
 - (2) Evaluate tour bus needs to reduce idling; facilities that attract tour buses and require discretionary governmental approvals should, when possible, be subject to conditions to mitigate excessive idling; and
 - (3) Encourage institutional and large corporate residents to promote public transit usage and discourage employee reliance on single-occupant vehicles; this should be a condition when possible in connection with discretionary governmental approvals;
- (b) The Land Use Element is drafted in part to minimize reliance on automobiles and instead promote pedestrian transit and public transportation;
- (c) Industrial-type facilities are likely to have a negative effect on the ward's air quality. The ward is not zoned for industrial use, and therefore any such use could only exist in connection with a large self-supporting institution. Any industrial-type facility, including a power generating plant, should be strictly limited to the needs of the host institution; and
- (d) There must be an aggressive policy to replace trees (both public and private) and to plant additional trees. A healthy, verdant urban forest provides numerous environmental benefits, including better climate and air quality that result from the cleansing of automobile exhaust and the production of oxygen through photosynthesis.

1403.6 Solid waste management objective and policies: Residents of Ward 3 have shown strong support for the District's fledgling recycling program. Indeed, the ward has thus far offered one of the few locations in the entire city for the collection of household hazardous waste. With little effort the government could maximize recycling in this ward; at a minimum, the District should maintain its one recycling drop-off site at Guy Mason, or move it to another, more central, location.

1403.7 Protecting the quality of the land areas objective and policies:

ENROLLED ORIGINAL

- (a) The overall environmental quality of the ward's land areas can be protected by doing the following:
 - (1) Requiring that any construction preserve natural features;
 - (2) Promoting extensive planting, especially of trees; if the plantings are a condition to a permit, then there shall be a proviso to include a reasonable requirement for landscape maintenance; and
 - (3) Minimizing any development adjacent or proximate to the ward's stream valley parks (e.g., Rock Creek Park and Glover Archbold Park and adjacent federally-owned tributary valleys or other parklands) that infringes on views from the park, creates erosion or sedimentation problems, adversely affects or is plausibly suspected to adversely affect flora or fauna, or that has any negative impact on the parkland.
- (b) All discretionary construction approvals should be conditioned on an affirmative answer to the question: does the proposed project provide a net gain for the ward environmentally?

1403.8 [Reserved]

1403.9 [Reserved]

1403.10 Conserving energy objective and policies: Two (2) of the policies in support of other environmental objectives for Ward 3 also further the conserving energy objective for the ward:

- (a) An aggressive campaign to protect trees and promote new plantings; and
- (b) Encouraging the use of permeable surfaces for parking lots, driveways, etc. (because permeable surfaces maintain water tables and, depending on design, may allow ground cover such as grass to grow upon it). A healthy urban forest mitigates heat island effect and reduces energy demand such as for indoor air conditioning.

1403.11 Food production and urban gardens objective and policies: The ward currently hosts a number of community gardens in areas including Glover Park (near 42nd Street and Tunlaw Road), McLean Gardens (at 39th and Newark Streets), Tilden Gardens (on Sedgwick Street near Connecticut Avenue), and 45th and Warren streets. Existing gardens should receive basic city support services, and new community garden sites should be encouraged.

1403.12 Reducing the impact of aircraft noise objective and policies: Ward 3 residents, particularly along the Potomac Palisades, are heavily impacted by noise from air traffic utilizing Washington National Airport. To eliminate adverse noise impacts on Ward 3 (and other District) residents, this ward plan reiterates plan policies that the Metropolitan Washington

Airports Authority and the Federal Aviation Administration be encouraged to do the following:

- (a) Prevent the introduction of wide-body jets;
- (b) Maintain or reduce the number of hourly commercial aircraft operations (“landing slots”) at Washington National Airport;
- (c) Reconsider “scattered flight” take off and landing patterns for this airport;
- (d) Consider stricter day-time restrictions on decibel levels; and
- (e) Consider a night-time curfew from 10:00 p.m. to 6:00 a.m., on commercial aircraft operations.

1403.13 Additional public actions:

- (a) Actions by the Zoning Commission and Board of Zoning Adjustment must include consideration of limits on light pollution that affects one of Ward 3’s important occupants: the U.S. Naval Observatory;
- (b) District government officials should review applicable regulations to ensure that light pollution does not affect the Naval Observatory unnecessarily;
- (c) Graffiti is a major source of visual pollution that cannot be tolerated, and its elimination must be a priority;
- (d) District government officials must exercise flexibility in the standards required for street/gutter/curb/sidewalk improvements. This flexibility should meet the need for such improvements while respecting the environment (as opposed to inflexibility that only meets the standards without regard to environmental effects). For instance: design standards for rights-of-way adjacent to parkland may have to be adapted to preserve open space and natural surfaces; and street resurfacing must include every effort to protect and revitalize public space trees whose roots and trunks could be cut or damaged; and
- (e) It is reasonable to conclude that reducing exposure to electromagnetic fields (“EMF”) at all points on the spectrum increases public safety. Doing nothing, while waiting for conclusive evidence about human health effects, is not a reasonable response to the potential risks associated with EMFs. Because the vast majority of the ward’s land is zoned residential or is natural parkland, District government officials must incorporate prudent avoidance in decisions regarding the approval, location or routing, and

intensity of EMF generating facilities such as generators, power lines, and antennas in Ward 3. Facilities should be located in the ward only when and where necessary, based on the local service needs of the ward's property owners, and facilities should be designed using methods to mitigate, to the greatest extent practicable, involuntary exposures to the public and adverse effects on park- land, public space, and private property.

1404 WARD 3 TRANSPORTATION

1404.1 Preface:

- (a) Except for the provision of bikeways, the transportation system is essentially in place in Ward 3. Improvements to both the physical infrastructure and the general functioning of the system are the issues of greatest concern and importance to residents and the District government. Traffic patterns in Ward 3 can be classified into two major categories: commuting to employment centers and travel within the ward. Commuter traffic originates both within the ward and in the suburbs to the north and west of the city. Radial streets are the primary commuter arteries; the major routes are Connecticut, Wisconsin and Massachusetts avenues, MacArthur Boulevard, and Canal Road. Much of the intra-ward traffic is either school-related (drop off and pick up of children) or shopping (e.g., Saturday congestion on Wisconsin Avenue). This intra-ward traffic explains why counterflow volume on Wisconsin Avenue, unlike other typical commuter arteries, is high during peak periods;
- (b) An important characteristic of the street system is that all but one of the streets are residential; the exception is Wisconsin Avenue which is substantially (but not entirely) commercial;
- (c) Commercial land use is largely located on the arterials. Moreover, throughout the ward commercial uses tend to be small business/neighborhood shops, and, except for Wisconsin Avenue, the commercial uses are concentrated in nodes separated by long segments of residential use. These facts complicate transportation planning: major changes to facilitate traffic adversely affect either nearby residents or small businesses;
- (d) The transportation system includes a segment of the Metrorail system (Red Line) which traverses the ward following a route running under portions of Connecticut and Wisconsin Avenues. The five (5) Ward 3 stations are: Woodley Park/Zoo, Cleveland Park, Van Ness/UDC, Tenleytown/AU, and Friendship Heights. Metrobus connections with Metrorail appear generally acceptable. However, the frequency of Metrobus service is an issue of importance, especially to the many elderly residents;
- (e) Bikeways comprise a small component of Ward 3's transportation system. A plan to promote the use of bicycles in the city was prepared in 1976 and revised in 1987. It was based on three (3) goals:

- (1) To improve bicycle accessibility to major activity centers;
 - (2) To promote bicycle safety; and
 - (3) To improve bicycle parking facilities.
- (f) At the present time the bikeway network in Ward 3 includes off-street routes bisecting the ward from north to south, one connecting the northern part of the ward to Rock Creek Park, and another on Beach Drive in Rock Creek Park. Increased traffic and inadequate parking are intrinsic to most planning and development issues in Ward 3. Very few of the streets were designed or built to efficiently handle the current, heavy traffic volumes, and the results are congestion and spillover of traffic onto local and secondary feeder streets;
- (g) To facilitate traffic flow, on-street parking is removed, even though there already is a lack of adequate parking in some commercial areas. A result is commercial parking spillover onto residential streets. These spillovers threaten the quality of residential life in the ward. As new and larger structures replace older and smaller ones through the redevelopment process, existing traffic problems are exacerbated. The 1986 Wisconsin Avenue Corridor Study offers some indication as to how traffic problems along major arteries in the ward may be addressed. For Wisconsin Avenue, the study suggested a number of zoning changes to reduce the potential increases in traffic from commercial development. The Land Use Element recognizes the ward as an already built environment, in part because the surface transportation infrastructure cannot handle substantial increases in land use density. Any consideration of significant future changes to facilitate through traffic on Wisconsin and Western Avenues must take into account the need to minimize adverse effects on adjacent residential neighborhoods; and
- (h) Parking accommodations are another problem. A major success is the residential permit parking program. However, the need for stronger enforcement and for parking facilities near some of the ward's Metrorail stations needs to be examined. The illegal parking of tour busses and other vehicles in residential areas and on bridges needs to be eliminated. While adequate parking must be provided with all new structures, authorities must recognize that many individuals avoid garages; garage designs should seek to overcome this aversion.

1404.2 Relation of Ward 3 to the declaration of major policies in the Transportation Element of the Comprehensive Plan:

- (a) The ward's transportation network meets the diverse needs of those who reside in, work in, or visit the District, but this network can and should be improved, particularly through increased Metrobus frequencies and better transportation management. The ward's bikeways are inadequate and must be improved as a commuter alternative to the automobile;

- (b) Ward 3 mostly meets the District's need for land set aside for transportation-related uses. The ward has a completed highway system for motor vehicle traffic. It has five (5) Metrorail stations, Metrobus terminals at Van Ness/UDC and at Chevy Chase Circle, and the Friendship Heights Metrobus garage. However, land use needs include better parking facilities at certain commercial nodes and at some Metrorail stations;
- (c) The transportation system (e.g., Metrobus service) should be improved for the ward's elderly population. Automobile transit is not at an acceptable standard in terms of providing smooth flow, having adequate parking (commercial especially), and not impacting residential streets;
- (d) Providing "amenities" by meeting the needs of pedestrians and encouraging bicyclists is particularly important for Ward 3;
- (e) Ward 3 is directly affected by the District's commitment to finding regional solutions to transit-related issues. Inter-jurisdictional cooperation needs to be improved for issues relating to Friendship Heights;
- (f) Ward 3 is primarily a residential ward, and is not targeted in the Comprehensive Plan as a location for significant economic development (except for three (3) housing opportunity areas). Because of this, and because of the already-built nature of the ward's transportation system, transportation impacts must be a critical factor in the review of development plans and approval of building permits; and
- (g) Improving the level of service at street intersections to "B," or "C" at worst, is important for the protection and improvement of the quality of life, air quality, and residential character of the ward.

1404.3 General objectives and policies for transportation are as follows:

- (a) The District government should do the following:
 - (1) Implement appropriate land use arrangements in Ward 3 that simplify and economize transportation services such as the following:
 - (A) More dense commercial use (where designated in the Land Use Element) should be within one-half mile of a Metrorail station; and
 - (B) Medium and high density residential uses (where designated in the Land Use element) should be limited to the major arterials well-served by either Metrorail or Metrobus;
 - (2) Expand the residential parking permit program, and develop parking controls for areas heavily impacted by visitors (such as near the Washington Sheraton and

ENROLLED ORIGINAL

Omni Shoreham hotels, American University and the University of the District of Columbia, the National Zoo, and the Washington National Cathedral); and

- (3) Provide adequate short-term parking, either on or off street as appropriate, to serve the ward's seventeen (17) local, multi- neighborhood, and regional commercial centers;
- (b) Traffic mitigation strategies should avoid removal of parking which serves residents or retail customers. The strategies should also avoid the completion of the highway plan where the new construction will disrupt existing green space;
- (c) Traffic mitigation strategies must include measures enabling pedestrian movement, such as by making crosswalks safe, well marked, and with adequate time for crossing (especially in areas with concentrated populations of the elderly);
- (d) For all major projects, including Planned Unit Developments, special exceptions, and Large Tract Review projects of moderate and greater density and for major chancery expansions, the government should require traffic mitigation studies (e.g., as required for Square 1661 in Zoning Commission Orders 517, 519, and 528);
- (e) The District government should require that all off-street loading for new major commercial and residential buildings utilize private space to the greatest extent possible (i.e., to avoid an impact on public space, including dedicated but unbuilt streets) and encourage the use of below-grade, through-block connectors (e.g., as at Square 1661) as an amenity for large commercial or mixed-use development projects;
- (f) Public parking should be expanded through options such as the following:
 - (1) Public garages; or
 - (2) Easements with private developers for the construction of public parking in private buildings for the Glover Park and Wisconsin/Van Ness commercial districts. On-street public parking should not be diminished at any of the ward's commercial districts;
- (g) The increase in off-street parking lot variances in residential zones where the lots serve nearby commercial establishments should be discouraged;
- (h) The District's policy for an intermodal transportation system would be enhanced by the expansion of public parking through options such as the following:
 - (1) Public garages; or
 - (2) Easements with private developers for the construction of public parking in private buildings, and the provision of reliable bicycle storage facilities at all of the ward's Metrorail station areas;

- (i) For all major development projects, including Planned Unit Developments, special exceptions, and Large Tract Review projects of moderate and greater density (10 DCMR § 2300), and for major chancery expansions, the government should require a transportation system management (“TSM”) program that shall prevent any deterioration in the level of service of affected intersections below “C” and that may, as a project amenity, improve existing levels of service at these intersections; and
- (j) For all major development projects, including Planned Unit Developments, special exceptions, and Large Tract Review projects of moderate and greater density (10 DCMR § 2300), and for major chancery expansions, the government should require the provision of facilities for people choosing to bicycle to and from work and should further require one of the following:
 - (1) Either an employee transportation management program (for commercial projects only), to include, at a minimum, public transit incentives; or
 - (2) A shuttle service program for elderly or disabled groups (residential and institutional projects).

1404.4 Objectives and policies for mass transit are as follows:

- (a) The District government should require public transit incentives for Planned Unit Developments, Large Tract Review projects, and any other projects of moderate or greater density in the ward. This policy is intended to dovetail with the Ward 3 plan’s objective that moderate and medium density land usage is located where public transit is most accessible;
- (b) The existing Metrobus routes within the ward are generally desirable. An improvement would be to expand the Connecticut Avenue “L” route service frequency to and from Chevy Chase Circle. This would eliminate the multi-modal trips which are particularly difficult for the elderly residents concentrated along this corridor. Bus service should also be improved along MacArthur Boulevard, and attention should be given to providing more buses on the “D” bus routes; and
- (c) The District government should institute shuttle and minibus service, with a focus on serving the elderly population which is concentrated along the Connecticut Avenue and Cathedral Avenue corridors.

1404.5 Objectives and policies for private passenger automobiles (including alternative modes) are as follows:

- (a) Improve levels of service at intersections to “C” or better;
- (b) Provide secure bicycle lockers or racks at each of the ward’s Metrorail stations as a means of encouraging residents to bicycle rather than drive to the stations;

- (c) Provide bicycle lanes on Connecticut, Wisconsin, and Massachusetts Avenues, and on MacArthur Boulevard; and
- (d) Improve bicycle access to Rock Creek Park, especially at the Calvert/Shoreham hill.

1404.6 Objectives and policies in support of streets and alleys are as follows:

- (a) The preference for dedicated but unimproved rights-of-way in Ward 3 is that they be used as parkland;
- (b) Use affirmative signage to direct trucks and buses; in addition to the traditional “Do Not Enter” signs, use “Truck Route” signs and the like to direct commercial traffic in certain areas such as around the Sheraton and Shoreham hotels and the Washington National Cathedral. Limit tour buses to arterials and some minor arterials; discourage them from using local streets;
- (c) Synchronize traffic signals, and post the optimal speed on Wisconsin Avenue (favoring the peak and counterflow simultaneously), and the other arterials (favoring the peak flow) - both to facilitate traffic and to minimize the deleterious environmental effects of idling motor vehicles on adjacent residential areas;
- (d) Between midnight and 6:00 a.m., most traffic signals other than on Wisconsin and Connecticut Avenues should be flashing amber or red;
- (e) Adequate measures should be taken at the local, multi-neighborhood, and regional centers to facilitate pedestrian crossings: diagonal pavement striping, audible indicators (particularly at Wisconsin/Newark, Tenleytown, Connecticut/Van Ness, Connecticut/Nebraska, and Connecticut/Chevy Chase, which are near concentrations of elderly people), signage, signal timing, etc.;
- (f) The Department of Public Works street classification scheme for arterials, minor arterials, collectors, and feeder streets shall be depicted by the Department on a map of the ward that shall be made available to the public;
- (g) The existing “tear drop” pendant-globe street lamps should be retained (except on those streets in Woodley Park utilizing the “Washington Globe” lamp) and low-pressure sodium lighting should be reconsidered for use -- both for aesthetics and to minimize light pollution affecting the U.S. Naval Observatory;
- (h) Minimize traffic congestion, with its concomitant adverse environmental effects including noise and air pollution; levels of service should be “C” or better; and

- (i) The Department of Public Works should try innovative techniques to control speeding on collector and local streets: consider “Seattle Circles,” rumble strips, speed bumps, median “islands,” etc.

1404.7 [Reserved]

1404.8 Objectives and policies for waterfront transportation: The old railroad right-of-way formerly owned by CSX which traverses the Palisades should be developed and maintained for recreation purposes, excluding rail.

1404.9 Objectives and policies for public action:

- (a) Identify all dedicated but unbuilt public rights-of-way in Ward 3;
- (b) Create a Maryland/District inter-jurisdictional task force to review and coordinate land use and transportation system decision-making in the Friendship Heights area;
- (c) Identify locations for taxicab stands (in addition to being near or at hotels) to promote the taxicab policies of the Comprehensive Plan;
- (d) Consult with neighborhood organizations to identify and analyze cut-through problems; then implement appropriate mitigating measures such as diverters, restricted access, etc.;
- (e) Monitor the changes made along Reno Road/34th Street as a result of a 1983 DPW-commissioned study and recent additional changes, and determine whether further or different measures are needed;
- (f) Update the Wisconsin and Connecticut corridor studies (done by the Office of Planning in 1986 and 1987);
- (g) Prepare or obtain transportation studies for each of the ward’s seventeen (17) local, multi-neighborhood, and regional commercial centers;
- (h) Include as a standard aspect of any street improvement project in Ward 3 an analysis of the need for, and the best way to provide for, bicycle transportation (e.g., by pavement markings, signage, or pavement widening); and
- (i) Evaluate the feasibility of establishing HOV (high occupancy vehicle) lanes on Connecticut, Massachusetts, and Wisconsin avenues.

1405 WARD 3 PUBLIC FACILITIES

1405.1 Preface:

ENROLLED ORIGINAL

- (a) The public facilities in the ward enable essential services to be available to all members of the community. These facilities include public schools, recreation centers, libraries, police and fire stations, and general public works such as the storm and sanitary sewer system, the Dalecarlia Reservoir and Filtration Plant, and the Fort Reno Reservoir;
- (b) There are eleven (11) public schools in Ward 3, all relatively old buildings. The 1992-93 student occupancy figures (according to the Committee on Public Education) are: Eaton Elementary School (one hundred three percent (103%)); Hearst Elementary School (one hundred seven percent (107%)); Janney Elementary School (ninety-eight percent (98%)); Key Elementary School (ninety-two percent (92%)); Lafayette Elementary School (one hundred twelve percent (112%)); Mann Elementary School (one hundred twenty-one percent (121%)); Murch Elementary School (eighty-seven percent (87%)); Oyster Elementary School (one hundred sixteen percent (116%)); Stoddert Elementary School (one hundred twenty-seven percent (127%)); Deal Junior High School (ninety-three percent (93%)); and Wilson Senior High School (one hundred seven percent (107%)). The Public School System states that its official capacity figures may be high, and therefore a school with student occupancy eighty percent (80%) or greater is considered fully utilized;
- (c) The ward hosts the University of the District of Columbia, established in 1977. The UDC/Van Ness campus serves students from throughout the city and is located adjacent to the Van Ness Metrorail station on Connecticut Avenue;
- (d) The ward, like the city, is served by a dual recreation system, the bulk of which is owned and managed by the National Park Service, and a portion owned and managed by the D.C. Department of Recreation and Parks. The federal system's parks comprise approximately half of the ward's acreage and include: Rock Creek Park (and tributary valleys such as Normanstone Parkway, Klinge Valley, Melvin C. Hazen Park, Soapstone Valley Park, and Pinehurst Parkway); Zoological Park, Glover Parkway and Children's Playground (commonly known as Glover-Archbold Park); Whitehaven Parkway, Battery-Kemble Park, the C & O Canal, and Fort Bayard. Several of these parks are components of the Fort Circle Park system. In contrast, the District's recreational park system includes some one hundred thirty-four (134) acres in Ward 3, out of a citywide total of one thousand three hundred thirty-seven (1,337) acres;
- (e) The Department of Recreation and Parks' facilities include: one (1) community center (Chevy Chase Community Center on Connecticut Avenue at McKinley Street); one (1) indoor pool at Wilson Senior High School; one (1) senior citizen center (Regency House on Connecticut Avenue at Chevy Chase Parkway); eight (8) recreation centers (Chevy Chase Playground at 41st and Livingston Streets; Friendship Recreation Center at 45th Street and Massachusetts Avenue; Guy Mason Recreation Center at Wisconsin Avenue and Calvert Street; Hearst Recreation Center at 37th and Quebec Streets; Lafayette Recreation Center at 33rd and Patterson Streets; Macomb Playground at 34th and Macomb Streets; Palisades Recreation Center at Sherier Place and Dana Place; and Stoddert Playground at 39th and Calvert Streets); and

ENROLLED ORIGINAL

playgrounds or tennis courts in Forest Hills (32nd and Brandywine Streets), McLean Gardens (39th and Newark Streets) and at Fort Reno (41st and Chesapeake Streets);

- (f) There is one regional public library (Chevy Chase) and three (3) branch public libraries (Cleveland Park, Palisades, and Tenley Friendship);
- (g) The headquarters for the Second District of the Metropolitan Police Department is located on Idaho Avenue at Newark Street; it was built in 1974. The Second District includes not only all of the ward but portions of Wards 1 and 2 as well;
- (h) There are four (4) fire stations located in Ward 3: Cleveland Park (Connecticut Avenue near Porter Street); Forest Hills (Connecticut Avenue and Ellicott Street); Tenley Circle (Wisconsin Avenue and Warren Street); and Palisades (MacArthur Blvd. at Reservoir Road. Each station has an engine company. All but Forest Hills has a truck company (aerial ladder truck). Tenley Circle has an ambulance (basic life support unit), and Forest Hills an advanced life support unit as well as Rescue Squad No. 4 (a rescue truck); and
- (i) For Ward 3 the major issues regarding public facilities focus on the continuing need for rehabilitation and maintenance of the facilities, the need to improve accessibility for the elderly and the disabled; and the desire for general improvement.

1405.2 Relation of Ward 3 to the declaration of major policies in the Public Facilities Element of the Comprehensive Plan:

- (a) Ward 3 shares in the citywide need for improvements to its public facilities:
 - (1) An aging infrastructure of water and sewer mains, storm sewers, highways, and bridges;
 - (2) Stormwater management projects that can improve the Ward 3 environment, particularly the quality of its parklands; and
 - (3) Several fire stations that need renovation or enlargement (that must be sensitive to existing architectural qualities); and
- (b) Public facilities planning for Ward 3 does not require the same degree of attention to economic development objectives as may be desired for other wards, since substantial new economic development is not a planning goal for the ward. However, attention to the neighborhood improvement objective is critical; a case in point is the ongoing failure of the public schools to provide adequate classroom capacity.

1405.3 Public facilities goals are as follows:

- (a) The Ward 3 public facilities goal is to provide adequate public facilities in good condition to support low-cost delivery of municipal programs and services; and
- (b) Public facilities planning for Ward 3 must be sensitive to the retention of green space, compatible in use and scale, respect architectural qualities, including historic district and landmark protections, and be consistent with the Comprehensive Plan.

1405.4 Objectives and policies for adequate service delivery are as follows:

- (a) In addition to the city-wide objective and policies stated in the Public Facilities Element:
 - (1) Given the development pressures in the ward, and the absence of need for the city to provide development incentives in Ward 3, the burden for financing infrastructure improvement should be placed whenever possible on the developer or project necessitating the improvements; and
 - (2) Existing public facilities should be improved as follows:
 - (A) Public schools require improved maintenance (both corrective and preventative) and physical capacity must be increased to meet student demand;
 - (B) The public libraries require physical renovation, improved resources to expand their collections, and should have expanded hours of operation;
 - (C) Recreation centers should have expanded hours of staffing. Where appropriate, and without neighborhood objection, improve lighting and make other provision for nighttime activities. All recreation centers should have functioning lavatories and drinking fountains;
 - (D) Recreational grounds should be created or expanded physically where and when feasible to accommodate demand for field games such as soccer, softball, etc. (There is no field available for regulation baseball.) This policy should not be accomplished through the conversion of existing natural parkland;
 - (E) The ward's public pool facilities are inadequate. The one indoor pool is usually in some state of disrepair. An outdoor pool should be established for children's summer enjoyment;
 - (F) Police service delivery should be expanded, recognizing that while the ward has a low violent crime rate relative to other wards, its level of property crime is the highest in the city; inadequate law enforcement unnecessarily increases the cost of living (e.g., insurance, property protection devices, etc.) for residents;

- (G) The renovation or upgrading of fire and emergency service facilities should occur on-site or on adjacent land acquired for this purpose (and must be sensitive to existing architectural qualities); and
- (H) All storm and sanitary sewers should be separated. Particular care should be taken to minimize environmental damage. Foundry Branch (in Glover-Archbold Park) should be restored to its natural stream bed.

1405.5 Objective and policies in support of adequate planning for public facilities are as follows:

- (a) There should be a Ward 3 component of the District-wide public facilities plan that is to be developed; and
- (b) The Ward 3 public facilities plan shall ensure an adequate correlation between public facilities and the service delivery needs of the ward's population, including the significant elderly population.

1405.6 [Reserved]

1405.7 Objective and policies stimulating development: While the ward, of course, needs adequate public facilities to ensure an acceptable level of delivery of municipal programs and services, the ward is sufficiently built and stable, and therefore the District does not need to consider stimulating development as a factor in providing public facilities in the ward.

1405.8 Objective and policies for the location of public facilities:

- (a) In the decision-making to locate public facilities, there shall be a presumption that open space land should be retained or increased for park or recreational purposes. Parkland that is in natural condition should not be built upon, even for recreational purposes; and
- (b) All proposals for new construction, replacement, or reuse of public facilities shall be consistent with the Comprehensive Plan.

1406 WARD 3 URBAN DESIGN

1406.1 Preface:

- (a) Urban design is an aspect of public and private activity that can significantly contribute to the quality of life in the urban environment;

- (b) Urban design takes many forms: building architecture (e.g., design compatibility and sensitivity of scale); treatment of public space such as sidewalk materials (e.g., brick or concrete), location of utility lines, street light styles, signage, and the selection of street furniture; treatment of parks and open spaces; maintenance of environmental quality; and transition of land uses between geographical areas;
- (c) The importance of these factors on quality of life means urban design must be included in decision making. Ward 3 has numerous features which fix its character. Of particular note are the ten (10) special streets (designated pursuant to the Historic Preservation Element, they are: Beach Drive, Broad Branch Road, Canal Road, Chain Bridge, Connecticut Avenue, MacArthur Boulevard, Massachusetts Avenue, Rock Creek and Potomac parkways, Western Avenue, and Wisconsin Avenue), the two (2) Historic Districts (Cleveland Park and Old Woodley Park), the seventeen (17) commercial centers designated in the Land Use Element (including a regional center at Friendship Heights, multi-neighborhood centers at Connecticut/Van Ness and Wisconsin/Albemarle, and fourteen (14) local neighborhood centers, five (5) on Connecticut Avenue, four (4) on Wisconsin Avenue, three (3) on MacArthur Boulevard, and one (1) each on Massachusetts and New Mexico Avenues), the few large estates remaining from earlier eras (such as 18th century Rosedale, 19th century Twin Oaks, and early 20th century Tregaron in Cleveland Park and Firenze and Hillwood estates in Forest Hills), and a substantial park system (including Rock Creek Park (and tributary valleys such as Normanstone Parkway, Klinge Valley, Melvin C. Hazen Park, Soapstone Valley Park, and Pinehurst Parkway), Zoological Park, Glover Parkway and Children's Playground (commonly known as Glover Archbold Park), Whitehaven Parkway, Battery-Kemble Park, the C & O Canal, and Fort Bayard); and
- (d) Continuing development in Ward 3 requires conscious consideration of urban design to ensure that the quality of life is maintained or improved. Factors such as pedestrian amenities, streetscape design, compatibility and sensitivity to the scale of existing buildings, maintenance of environmental quality, integration of new development with existing area or neighborhood character, and transitions between land uses are all areas of concern in Ward 3;

1406.2 Relation of Ward 3 to the declaration of major policies in the Urban Design Element of the Comprehensive Plan:

- (a) Areas of Ward 3 that deserve special attention to urban design issues include: the special streets, historic districts, the immediate environs of the numerous individual historic landmarks and sites, the commercial centers, and any areas with significant environmental or topographical features including the Palisades, Woodland-Normanstone, Tenleytown and Fort Reno, and Forest Hills;

- (b) Ward 3 includes significant waterfront along the Potomac palisades. Yet “future design and development” of this waterfront should essentially be no more than the maintenance (and possible expansion) of this existing natural parkland, which includes a limited number of hiking and biking trails;
- (c) Many of the Ward’s distinct neighborhoods - e.g., American University Park, Cathedral Heights, Chevy Chase, Cleveland Park, Forest Hills, Fort Gaines, Foxhall, Friendship Heights, Glover Park, Kent, Massachusetts Avenue Heights, McLean Gardens, Observatory, Palisades, Spring Valley, Wesley Heights, Woodland-Normanstone, and Woodley Park - embody architectural features which deserve protection and design assistance to ensure that the maintenance of these neighborhoods preserves their identity and contribution to the National Capital environment; and
- (d) Land use and future development must be carefully controlled to protect the existing scale and low density character, and to enhance the maintenance and improvement of existing natural open spaces and other qualities of the ward.

1406.3 Urban design goal: It is the urban design goal of this ward plan to promote the protection, enhancement, and enjoyment of the natural environs and to ensure that the artificial environment provides visual orientation, enhances the District’s aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient. The efficient and sensitive use of land will capitalize upon and amplify the ward’s best features.

1406.4 Urban design objective and policies: The policy established in support of the urban design objectives is to do the following:

- (a) Strengthen and enhance the ward’s character as a residential base of the city with neighborhood-serving commercial centers;
- (b) Protect and enhance the distinguishable physical qualities of Ward 3 neighborhoods;
- (c) Respect natural features, and maintain and expand open spaces and parkland; and
- (d) Enhance the several national and international attractions within the ward.

1406.5 Objective and policies for the natural environment, areas with severe building restraints, and streams and stream valleys:

- (a) Areas in Ward 3 that are environmentally valuable and sensitive to urban development include the following:
 - (1) Fort Reno and Tenleytown: The highest point of land in the western part of the city, this area is topographically significant and therefore all building designs should be carefully considered in terms of vistas of and from this area;

ENROLLED ORIGINAL

- (2) The Palisades: Rising above the Potomac River, the palisades are an important feature both topographically and as a largely wooded area with low density residential above the canal. Urban design should respect and perpetuate the low density, wooded character of the built area, and avoid detrimental impact on the natural parkland;
 - (3) Dalecarlia Reservoir grounds: A heavily wooded tract that is environmentally important because of its large land area and proximity to the Potomac River. It is unlikely to see development, which is consistent with the goals and objectives of this plan;
 - (4) U.S. Naval Observatory grounds: An area with much open space and some woods, which is proximate to park land (Normanstone Parkway and Dumbarton Oaks Park) is an environmentally valuable area. The Observatory is particularly vulnerable to development in the ward: nearby development creates heat which atmospherically distorts observations; and development even somewhat distant creates light pollution that artificially clouds astrometrical observation. Urban design must respect and not exacerbate these problems;
 - (5) Stream valleys, which include Rock Creek Park (and its tributaries) and Glover Archbold Park: Development adjacent to these parks must be low density and shall be further restricted where advisable to protect unstable soils, eliminate runoff potential, and promote a green buffer between the built environment and these natural settings. Development of border areas must avoid any adverse effect (known or plausibly suspected) on these stream valley parks, including the water quality, flora, and fauna, and should minimize any intrusion on views from these parks;
 - (6) Neighborhoods developed over hilly terrain or near stream valleys (such as Barnaby Woods, Forest Hills, Hawthorne, Palisades, Spring Valley, and Woodland-Normanstone): Urban design should respect and perpetuate the natural features, low density, and usually wooded character of these built areas; and
 - (7) The Ward 3 portions of the Fort Circle Park System, and other park land such as Whitehaven Parkway: These are environmentally valuable and sensitive areas that must be protected and enhanced through sensitive urban design; and
- (b) Appropriate design solutions include the following:
- (1) Limit density of development adjacent to natural areas, areas with severe building restraints, or stream valleys; maintain park-like settings on streets and lands adjacent to the natural areas and stream valleys; and require ample building set-backs;

ENROLLED ORIGINAL

- (2) Permit design flexibility to allow the clustering or concentration of housing which, in turn, allows other areas to remain natural with no overall increase in density;
- (3) Commercial use should not be introduced to areas where none is now present;
- (4) For parkland, restrict on-site development; there should be very little building of structures (e.g., recreational facilities such as offices, amphitheaters, athletic courts) on natural parkland;
- (5) Encourage retention of natural growth and grades; minimize regrading or the removal of topsoil and vegetation; establish new vegetation, especially trees;
- (6) Minimize the construction of impervious surfaces; promote permeable materials for driveways, walkways, parking lots, and the like; and
- (7) No streams in the ward should be channeled or culverted. Separate the combined sewer in Glover Archbold Park; removing Foundry Branch from the sewer would significantly improve the environmental quality of this park.

1406.6 [Reserved]

1406.7 [Reserved]

1406.8 Objective and policies for streetscape are as follows:

- (a) Strengthen the image and design cohesiveness of the ward's commercial nodes, particularly along Connecticut and Wisconsin Avenues, and MacArthur Boulevard. This can be done by direct government action adopting streetscape plans and conducting a public information program to stimulate and provide guidance to joint public-private ventures (community organizations, local business associations, civic groups, ANCs, etc.) which are concerned about raising aesthetic standards for these special streets. Streetscape plans may include building design standards and should include beautification (i.e., landscaping), and approved street furniture. The plans should also summarize in layman's terms limitations on signage for commercial and residential properties, so that these civic groups can report on abuses to DCRA;
- (b) Governmental actions must ensure that pedestrian movement is easy, especially at those commercial nodes serving the ward's significant elderly population. Pedestrian movement may be impeded by the placement of street furniture, a concentration of street vendors, a large sidewalk cafe that leaves inadequate sidewalk space, and so forth;
- (c) The design of sidewalk cafes must be compatible with the architectural qualities of the commercial node. Given the low-density character of Ward 3, new sidewalk cafes should be unenclosed and their furniture must be removed during the colder months when the cafes are unlikely to operate;

- (d) The “tear drop” style streetlight luminaires should be retained on the ward’s residential streets, and restored where possible on those local streets where they have been removed since 1990; and
- (e) Development or redevelopment at any of the ward’s commercial areas must be oriented toward the street, with off-street parking to be provided in the rear or below grade but not between the structure and the street.

1406.9 Objectives and policies for areas of strong architectural character and areas of stable character include following design guidelines:

- (a) Height: Relate the overall height of new construction (including additions) to that of adjacent structures. As a general rule, construct new buildings to a height roughly equal to the average height of existing buildings. Avoid new construction which greatly varies in height (too high or too low) from older buildings in the vicinity;
- (b) Scale: Relate the size and proportions of new construction to the scale of adjacent buildings. New construction should maintain the scale of existing buildings, regardless of size. Avoid new construction which in height, width, or massing violates the existing scale of the area;
- (c) Massing: Break up uninteresting box-like forms into smaller, varied masses. Variety of form and massing are elements essential to the character of the streetscape. Avoid single, monolithic forms which are not relieved by variations in massing. Box-like facades and forms are intrusive when placed in a streetscape of older buildings which have varied massing and facade articulation;
- (d) Directional expression: Relate the vertical, horizontal, or non-directional facade character of new construction to the predominant directional expression of nearby buildings. Horizontal buildings can be made to relate to the more vertical adjacent structures by breaking the facade into smaller masses which conform to the primary expression of the streetscape. Avoid strongly horizontal or vertical facade expressions unless compatible with the character of structures in the immediate area;
- (e) Setback: Maintain the historic facade lines of streetscapes by locating front walls of new construction in the same plane as the facades of adjacent buildings. If exceptions are made, buildings should be set back into the lot rather than closer to the street. If existing setbacks vary, new buildings should conform to historic siting patterns. Avoid violating the existing setback pattern by placing new construction in front of or behind the historic facade line. Avoid placing buildings at odd angles to the street, unless in an area where diverse siting already exists, even if proper setback is maintained;
- (f) Roof shapes: Relate the roof forms of new construction to those found in the area. Although not entirely necessary, duplication of the existing or traditional roof shapes, pitches and materials on new construction is one way of making new structures more

ENROLLED ORIGINAL

visually compatible. Avoid introducing roof shapes, pitches, or materials not traditionally used in the area;

- (g) Rhythm of openings: Respect the recurrent alternation of wall areas with door and window elements in the facade. Also consider the width-to-height ratio of any bays. The placement of openings with respect to the facade's overall composition, symmetry, or balanced asymmetry should be carefully studied. Avoid introducing incompatible facade patterns which upset the rhythm of openings established in surrounding structures; and
- (h) Material:
 - (1) Use building materials that match or harmonize with the materials predominant in the area or adjacent structures;
 - (2) Commercial development and high density residential adjacent to residential districts, particularly low-density, must provide buffers to mitigate adverse effects (which may include the shadows, noise, odors, traffic congestion, etc.);
 - (3) Encourage the renovation and adaptive re-use of existing structures rather than demolition in Ward 3;
 - (4) As a general rule it is inappropriate to erect fences or walls in front yards, except that chain link fences may be erected for a three-month preparatory period prior to construction, provided all necessary city permits for the proposed construction have been obtained, and may remain in place during the time of actual construction. The residential neighborhoods of Ward 3 are characterized by open spaces and building set backs;
 - (5) Superior design is a prerequisite amenity for all development projects in the ward that are reviewed through the Planned Unit Development or R-5-A processes of the Zoning Regulations or through the Large Tract Review (10 DCMR Chapter 23); and
 - (6) The Historic Preservation Review Board may review and make recommendations on the design of new development in local neighborhood centers adjacent to one of the ward's historic districts.

1406.10 [Reserved]

1406.11 [Reserved]

1406.12 Additional public actions are as follows:

- (a) The Office of Planning should consider zoning techniques that might break up the generally continuous commercial appearance of Wisconsin Avenue and create a

greater sense of the commercial areas being distinct nodes, as is the case on the other major avenues in Ward 3;

- (b) District government officials must exercise flexibility in the standards required for street/gutter/curb/sidewalk improvements. Such flexibility should meet the need for such improvements while respecting the environment (as opposed to inflexibility that only meets the standards without regard to environmental effects). For instance: design standards for rights-of-way adjacent to parkland may have to be adapted to preserve open space and natural surfaces; street resurfacing must include every effort to protect and revitalize public space trees whose roots and trunks could be cut or damaged;
- (c) Map the Tree & Slope Protection overlay (11 DCMR §1511) in hilly areas throughout the ward in addition to Woodland-Normanstone, particularly in areas adjacent to federal park lands;
- (d) Reevaluate the types of trees specified for public space along the major arterial streets of the ward; slow-growing species may not be optimal for these heavily trafficked highways. Maintenance of public space trees and prompt disease removal must be improved; and
- (e) Ensure that master plans, project plans, public facilities, and capital improvements for Ward 3 are consistent with the policies of the Urban Design Element and this ward plan.

1407 WARD 3 PRESERVATION AND HISTORIC FEATURES

1407.1 Preface:

- (a) Parts of what is now Ward 3 grew outward from the city of Georgetown in the late 18th century. Settlements grew along the roads that were built between farms and the port. One of the first settlements was at the juncture of Georgetown Pike (now Wisconsin Avenue) and River Road, where there was a toll station. Around 1790, John Tennally opened a tavern at the intersection, giving his name to the area we now call Tenleytown. Farming dominated the area until the beginning of the 20th century. One major land owner, Colonel Joseph Belt, named his estate Chevy Chase. Another important land owner, Major John Adlum, cultivated the Catawba grape on a large tract of more than 200 acres known as "The Vineyard," stretching from Wisconsin Avenue to Pierce's Mill, roughly between present day Rodman and Van Ness Streets. Portions of this tract, particularly Melvin C. Hazen Park and adjacent properties, retain their original densely-wooded topography. The area just north of Tenleytown and adjacent to Fort Reno was occupied primarily by former slaves who came north after the Civil War in search of homes and land. Dubbed Reno City, it remained a

predominantly black community until 1928, when the National Park Service bought the land around Fort Reno for a new water reservoir. In 1931-35 the District acquired some of the land for Deal Junior High School and Wilson Senior High School. Most of the houses were razed by 1939. Construction of a bridge over the Rock Creek Valley enabled Connecticut Avenue to be extended and, therefore, much of what is Ward 3 to be developed as suburb to the city of Washington;

- (b) In 1890, Senators William Steward and Francis Newlands founded the Chevy Chase Land Company. The company was responsible for extending Connecticut Avenue into Montgomery County, building a trolley line, and developing Chevy Chase into a residential community. A transportation route also led to development in the area adjacent to the Potomac River. The C & O Canal was completed in 1843, providing transport between Georgetown and Harper's Ferry. A parallel roadway, Conduit Road (now MacArthur Boulevard) led to the city's Potomac River water intake near Great Falls, and stimulated the gradual development of residential estates along the palisades;
- (c) Structures throughout Ward 3 are relatively new compared to the average age of structures in the original city of Washington. There are, however, a number of old and historic structures, as well as classes of structures such as apartment buildings and bridges, that have been designated or present possibilities for historic designation. Historic areas or features in Ward 3 include: Rock Creek Park, Glover Archbold Park, the Chesapeake and Ohio Canal the Fort Circle Park System, the bridges over Rock Creek valley (Glover, Taft, and Ellington), the Washington National Cathedral, the Twin Oaks, Tregaron, and Rosedale estates in Cleveland Park, the Carnegie Department of Terrestrial Magnetism on Broad Branch Road, the Babcock-Macomb House on Massachusetts Avenue, the Pine Crest/Greystone/Klingbe Mansion cluster of houses near Rock Creek, the Cathedral Mansions, Kennedy-Warren, Ponce de Leon, and Alban Towers apartment buildings, the Chevy Chase arcade, and the Spring Valley Shopping Center. The Cleveland Park historic district was listed on the National Register of Historic Places on May 8, 1987. The Old Woodley Park historic district was listed on the National Register of Historic Places on June 15, 1990. Additional historic districts are likely to be designated within the ward; and
- (d) Preservation of the ward's historic resources, landmarks, districts, and places, whether or not officially designated, strengthens the historic integrity of the ward, maintains the ward's existing character, and preserves Ward 3 as an attractive and desirable part of the city in which to live. Because many of these historic resources are adjacent to federal and local park lands, an adequate historic preservation strategy will additionally help accomplish the goal of developing adequately buffered areas along the edges of these park lands.

1407.2 Preservation and historic features goal: The goal of historic preservation in Ward 3 is to preserve important historic features, especially (but not exclusively) those that have been registered under local or federal preservation laws, while ensuring that any new

development that may occur in the ward is responsive, sensitive, and compatible with these features.

1407.3 Relation of Ward 3 to the objectives and policies of the Preservation and Historic Features Element of the Comprehensive Plan:

- (a) Ensuring the designation, protection, and enhancement of historic resources throughout Ward 3 can be accomplished by providing sustained regulatory, enforcement, and financial leadership. Coordinated public and private efforts can effectively respond to historic preservation issues in ways that will assure the continuity of the ward's architectural and cultural history and the protection of those properties which contribute to the historic value of the area;
- (b) Both the public sector (including the District government and the advisory neighborhood commissions) and private sector (including historical societies, historic preservation organizations, business, and civic groups) should do the following:
 - (1) Ensure the identification and designation, of Ward 3's historic resources;
 - (2) Protect and enhance the architectural qualities and historic character of residential neighborhoods and designated commercial centers in Ward 3;
 - (3) Foster broad community participation in historic preservation; increase awareness of the ward's history and its historic resources; develop literature and activities to accomplish this; encourage organizations and individuals to undertake preservation by private means;
 - (4) Seek ways and means to provide regulatory, technical, and financial support and encouragement to owners of historic properties to ensure the retention and maintenance of such properties and sites; seek to make changes in regulations or public policies which may impede historic preservation efforts;
 - (5) Monitor new construction and alteration of structures and the use, modification, or proposed demolition of landmarks, to ensure preservation and compatibility with historic resources in Ward 3;
 - (6) Evaluate development proposals within or adjacent to an historic landmark or district to ensure that design is compatible with, and that there are no adverse impacts upon, the affected historic landmark or district; development must respect the character of a landmark or district and shall minimize negative impacts on adjacent or nearby park lands through the appropriate use of materials, building scale, architectural detail, and other design characteristics; and
 - (7) Evaluate development proposals within or adjacent to an historic landmark or district to ensure compliance with the urban design policies of this ward plan (see, especially, §1406.9);

- (c) Development adjacent to parks which are designated landmarks must be low density and shall be further restricted where advisable to protect unstable soils, eliminate runoff potential, and promote a green buffer between the built environment and these natural settings; development must avoid any adverse effect (known or plausibly suspected) on these landmarks, including the water quality, flora, and fauna, and should minimize any intrusion on views from these parks;
- (d) Many of the apartment buildings along Connecticut Avenue, such as Cathedral Mansions, the Kennedy-Warren, and the Broadmoor, were built with great swaths of green space in front or large interior open spaces as a response to building style and the zoning regulations in the 1920s, and open space in common ownership now adjoins other historic apartment buildings in the ward; where these open spaces are recognized to contribute to the integrity of the site or structure, stringent protection from inappropriate infill shall be maintained;
- (e) Development upon, or redevelopment of the historic estates in Ward 3 shall be discouraged; ensure that the future use of these sites is compatible with these landmarks, respects and protects their historic integrity, and is consistent with their designation as historic landmarks; and
- (f) The District government must maintain the ward's historic bridges, including the special design features that characterize these structures (e.g., statuary, original style of fences or rails, lights and lighting, iron, and masonry work). Safety improvements should be strictly scrutinized for need, compatibility, and effect on the structure's historic integrity.

1407.4 Public action objective and policies are as follows:

- (a) The protection of Ward 3's existing historic features, regardless of whether officially designated, from incompatible development is essential. The strengthening of protective measures must be explored;
- (b) The enforcement of preservation laws must be improved through increased inspections, the imposition of fines and, where warranted, prosecution, and an increase in penalties;
- (c) The Office of Planning must monitor development proposals and construction permits to ensure preservation of the integrity of the ward's historic resources;
- (d) The Zoning Commission and the Board of Zoning Adjustment shall consider the effects of a pending application on the ward's historic landmarks and districts and open spaces contributing to their settings, and shall consider any negative effects to constitute an adverse or detrimental impact;

- (e) The District government should develop and publicize assistance programs and techniques to help lower- and fixed-income residents (especially the ward's significant elderly population) maintain their property in accordance with historic district guidelines and standards;
- (f) The Main Street program should be promoted as a means to enhance Ward 3's local- and multi-neighborhood commercial centers;
- (g) A comprehensive survey of Ward 3 historic resources is needed as a basis on which to expand historic preservation efforts and initiate appropriate actions to strengthen the historic integrity of the ward; and
- (h) The District government and the National Capital Planning Commission should consider designating Dalecarlia Parkway and Nebraska Avenue as Special Streets.

1408 WARD 3 HUMAN SERVICES

1408.1 Preface:

- (a) Historically, publicly-funded social services delivery programs have been targeted to the ward's elderly population. Seventeen percent (17%) are age sixty-five (65) or older - a decline from the 1980 census and now the second highest proportion in any ward of the city. Special attention, therefore, must be focused on the needs of the elderly. The service delivery programs of the District's Office on Aging are especially important in Ward 3. Providing efficient and affordable human services requires intense, sustained, and sharply focused actions by the public and private sectors working closely together;
- (b) Because of the ward's socio-economic characteristics, many other human service programs are directed much more intensively in other wards than in Ward 3. For example, food stamp program recipients in Ward 3 account for less than one percent of the District total. The ward also accounts for a very small proportion of the city's Temporary Assistance to Needy Families (TANF) and General Public Assistance cases (approximately three percent (3%) and six percent (6%), respectively). Only six percent (6%) of the ward's households are classified as in poverty; citywide the figure is fifteen percent (15%);
- (c) According to the records of the CBRF database, the only community-based residential facilities in Ward 3 include six (6) health care facilities and twenty-one (21) community residential facilities. Residents and religious institutions in the ward have in recent years established a number of small shelters for the ward's homeless population, and the ward's Community Council for the Homeless has employed a social worker to identify and work with this needy population;

- (d) Other CBRF categories, such as youth care homes, youth and adult rehabilitation homes, and homes for substance abuse are non-existent in Ward 3. There are no mental health facilities in Ward 3. Instead, the ward is served by the Area A Community Health Center located in Georgetown. The District's Department of Human Services (DHS) is the primary human service delivery agency and has the primary responsibility for implementing the Human Services Element of the Comprehensive Plan;
- (e) DHS works in conjunction with other District agencies and private organizations to provide social, economic, and health support for people who cannot otherwise secure them. DHS has a geriatric health clinic at Regency House, 5201 Connecticut Avenue. Iona Services, located in Ward 3, plays a major role for the ward's elderly population. Sibley Memorial Hospital, the Psychiatric Institute of Washington, the Washington Clinic, the Wisconsin Avenue Nursing Home, the Washington Home, the Methodist Home, the Lisner-Louise Home, Knollwood (formerly Distaff Hall), and Friendship Terrace are other primary private providers of human services. The active involvement of community leaders and agencies, providers, and consumers is necessary to ensure that high quality, efficient, and affordable human services are provided. It is essential that programs and actions continue to respond to identified community needs in Ward 3; and
- (f) The human services recommendations address the on-going need for the responsive and timely provision of health and social services to all those in need in Ward 3. The public and private sectors must continue to focus attention on and improve social service programs and assistance in the ward.

1408.2 Human services delivery system objectives are as follows:

- (a) To improve, as necessary, the overall human services delivery system in Ward 3, with particular attention to the elderly and the mentally and physically disabled; and
- (b) To foster self-sufficiency for all Ward 3 residents receiving public assistance.

1408.3 Policies in support of human services delivery are as follows:

- (a) To provide additional services for the elderly, including multi-purpose senior centers in areas with high elderly populations;
- (b) To improve transit service for the elderly and disabled populations to better enable their travel to and from senior centers and local retail stores;
- (c) To expand and provide interactive, non-passive programs (such as hot lines) to deal with the problem of suicides off the high bridges located in or adjacent to the ward; and
- (d) To provide food and shelter to needy populations, but of a size or in settings that avoid adverse effects on surrounding property use. The ward can host numerous

facilities without impact if those facilities are consistent with the area's low density character.

1408.4 Public action objective and policies are as follows:

- (a) To ensure that the facility or facilities providing employment services, food stamps, income maintenance, and other human services are located so as to be easily accessible to Ward 3 residents by public transit;
- (b) To facilitate the acquisition of adequate space for possibly one multi-purpose senior center (in addition to the center being located at the former precinct station at Albemarle and 42nd Streets). Give priority for this with public facilities that are or become vacant. The site selected should be easily accessible by public and private transit; and
- (c) To aggressively assist the ward's religious institutions to host small shelters to provide for the local homeless population. Assistance should include issues of liability, security, adequacy of facilities, etc.

1409 WARD 3 LAND USE

1409.1 Preface:

- (a) The overall protection and enhancement of established residential and commercial areas are the primary objectives of the District's land use policy for Ward 3. The effects of nonresidential development on the ward's residential neighborhoods, and of non-neighborhood-serving redevelopment on the ward's commercial areas, must be carefully controlled and limited;
- (b) The predominant land use in Ward 3 is residential, ranging from low-density large estates to moderate density row houses and garden apartments, to high-density multi-storied apartment buildings on several of the major avenues. The Generalized Land Use Map of the Land Use Element designates most of the ward in the low-density residential land use category; Ward 3 has the lowest population density in the city: sixteen (16) persons per acre for the ward as a whole and twenty-eight (28) persons per acre in residential areas;
- (c) Parks, recreation, and open space comprise the second largest land use in Ward 3. About half of the ward's five thousand nine hundred eighty-six (5,986) acres (excluding public rights-of-way) is parkland (including Rock Creek Park (and tributary valleys), Zoological Park, Glover Parkway and Children's Playground (commonly known as Glover Archbold Park), Whitehaven Parkway, Battery Kemble Park, and the C & O Canal). This mostly wilderness, natural resource has a significant influence on quality of life in Ward 3;

- (d) A distinctive feature of Ward 3 is the clustering of retail nodes at regular intervals along major arteries. Commercial land uses cover only some one hundred eighty-three (183) acres, about three percent (3%) of the ward's total land area (excluding public rights-of-way). They are located mostly on the major arterials. Except for portions of Wisconsin Avenue, the commercial nodes are generally separated by long segments of residential development, primarily apartment buildings. All of the commercial areas (except perhaps, Friendship Heights) are neighborhood-serving, and the uses tend to be small businesses. The Generalized Land Use Policy Map designates one (1) regional center (Friendship Heights at Wisconsin and Western Avenues), two (2) multi-neighborhood centers (Tenleytown at Wisconsin Avenue and Albemarle Street, and Forest Hills at Connecticut Avenue and Van Ness Street), and fourteen (14) local neighborhood centers: five (5) on Connecticut Avenue (Chevy Chase in the vicinity of Morrison Street, Forest Hills south of Nebraska Avenue, Cleveland Park in the vicinity of Ordway Street, Woodley Park opposite the Zoo, and Woodley Park north of Calvert Street), four (4) on Wisconsin Avenue (Friendship Heights south of Fessenden Street, North Cleveland Park in the vicinity of Van Ness Street, Cleveland Park/Cathedral Heights in the vicinity of Newark Street, and Glover Park south of Calvert Street), three (3) on MacArthur Boulevard (in the vicinities of Cathedral Avenue, Dana Place, and 49th Place), one (1) on New Mexico Avenue (in the vicinity of Lowell Street), and one (1) on Massachusetts Avenue (southeast of 49th Street);
- (e) Much of the land use activity over the last several decades has focused on attempts to redevelop these commercial nodes and intensify the nonresidential uses, usually with office space. Because of the ward's attractiveness and stability such redevelopment pressures are likely to continue, especially in the areas around the five (5) Metrorail stations. The Comprehensive Plan and this ward plan recognize that Ward 3's commercial areas are established, and that redevelopment pressures must be strictly limited and redirected to other areas of the city specified in the Comprehensive Plan for new economic development;
- (f) There are a large number of institutional uses in Ward 3. These include religious, medical, educational, recreational, or public service uses as well as embassies and chanceries, museums, libraries, and galleries. Examples are the Washington National Cathedral, the National Presbyterian Center, Sibley Memorial Hospital, the Army Distaff Foundations (Knollwood), the American University, the University of the District of Columbia, the Howard University Law School, Mount Vernon College, Wesley Theological Seminary, the Washington School of Ballet, Sidwell Friends School, St. Albans, and the National Cathedral School of the Cathedral close, St. John's College High School, the International Center, INTELSAT, the chancery complex for Russia, the National Zoo, and the Hillwood and Kreeger museums. Many of these facilities have structures that are an exception to the neighborhood's land use or that do not conform to the underlying zoning. The compatability of these uses must be maintained, expansion carefully controlled, changes to neighborhood-related uses encouraged, and conversion to other nonconforming uses prevented;

- (g) There is no industrial land (zoned or in use) in Ward 3. The former CSX rail right-of-way in the palisades has been discontinued and will be a hiker/biker trail under the jurisdiction of the National Park Service; and
- (h) The current land use character of the ward - which is reflected in the Comprehensive Plan without change - has created a value in the land and attracted an affluence in population that contributes substantially to the District's tax base. This, in turn, enables the District to provide programs necessary for its entire population, and maintains the District as a preferred location for many types of organizations and business activities.

1409.2 Relation of Ward 3 to the declaration of major policies in the Land Use Element of the Comprehensive Plan. The objectives and policies for land use/zoning in Ward 3 are as follows:

- (a) Maintain the existing land use character of the ward;
- (b) Protect existing residential neighborhoods and enhance their qualities;
- (c) Maintain and improve the physical condition of the community through the provision of functional, efficient, and attractive residential, commercial, and open space environments;
- (d) Eliminate existing and potential conflicts between land uses and transportation facilities and functions;
- (e) Protect existing low-scale neighborhood commercial centers from office and non-neighborhood-serving redevelopment, and retain existing retail services;
- (f) Encourage redevelopment only in accordance with the relevant sections (e.g., economic development and housing) of this ward plan (which reflect and interpret the first eleven elements of the Comprehensive Plan);
- (g) Correct or prevent inconsistencies between zoning and land uses designated in the Comprehensive Plan, and between building permit issuances and the Comprehensive Plan;
- (h) Ensure that if development of institutional holdings and large estates or other parcels occurs it is compatible with the physical character of the ward, has no adverse effects on surrounding areas, and is consistent with the Comprehensive Plan;
- (i) Maintain and improve viable residential areas and eliminate incompatible and nonconforming land uses in or proximate to residential areas;
- (j) Maintain and enhance viable commercial areas at a scale appropriate to the surrounding areas;

- (k) Maintain and expand the existing housing stock, where feasible and consistent with the Comprehensive Plan to ensure a greater variety of housing types, opportunities, and choices;
- (l) Ensure that land use does not exceed the capacity of the ward's infrastructure (i.e., public facilities); and
- (m) Increase the supply of child care facilities in commercial areas within the ward.

1409.3 [Reserved]

1409.4 Residential neighborhood objectives, policies, and actions are as follows:

- (a) The Land Use Element designates four (4) housing opportunity areas in Ward 3 (Miller Tract in Spring Valley, Tenleytown Metro Station Area, Whitehaven Woods along Foxhall Road, and Friendship Heights at Wisconsin and Western avenues). Infill development and future breakup of the few remaining large estates present the only other important potentials for residential development in the ward. Much of this is likely to be controversial - a reason to do the following:
 - (1) Encourage interest in and direct development to the housing opportunity areas;
 - (2) Carefully control development elsewhere; and
 - (3) Ensure stringent protection against infill at inappropriate locations, as follows:
 - (A) Careful controls include ensuring consistency with policies in the Comprehensive Plan including the environment, transportation, urban design, and preservation and historic features sections of this ward plan to avoid adverse effects and promote desirable amenities; and
 - (B) Examples of inappropriate infill locations include the swaths of green space fronting many apartment buildings, particularly along Connecticut Avenue (such as Cathedral Mansions, the Kennedy-Warren, and the Broadmoor); the few large interior spaces of certain blocks on Connecticut Avenue, particularly those behind historic apartment buildings or adjacent to park lands; and on very large lots in single-family neighborhoods;
- (b) Several areas in the ward, because of their existing low density and "park-like" setting, require land use controls in addition to the requirements of R-1 zoning (the most restrictive zone district):
 - (1) The Woodland-Normanstone area has been mapped with the Tree & Slope Protection overlay (11 DCMR §1511); this action should be monitored to ensure that the overlay, as drafted, accomplishes its stated purposes;

- (2) This Tree & Slope Protection overlay should be considered and adapted for other park-like, hilly areas such as the Potomac palisades and the portions of the Forest Hills and Barnaby Woods neighborhoods adjacent to Rock Creek Park and its tributary valleys; and
- (3) An overlay or other land use controls should be considered and adopted for the Wesley Heights neighborhood to limit infill that is out of keeping with existing house sizes, traditional setbacks, and extensive mature greenery;
- (c) Where the production of new housing is desirable per this plan, zoning flexibility should be considered, especially for the elderly and for low- and moderate-income populations:
 - (1) Consider increased residential densities (consistent with design scale and infrastructure capacity) in exchange for incorporating low- and moderate-income or elderly housing in development projects;
 - (2) Consider the provision of elderly and low/moderate-income housing, when it is a substantial portion of a project, as an important amenity in Planned Unit Developments, provided that such housing shall be on site (given the need for affordable housing in Ward 3, off-site housing shall be disfavored);
 - (3) Restrict major commercial development in the Friendship Heights and Tenleytown housing opportunity areas;
 - (4) Tie the provision of housing into commercial developments where rezoning or other zoning benefits are sought. Mixed use developments should be encouraged in commercial zone districts; and
 - (5) Give zoning preference to projects which include housing near each of the ward's Metrorail stations; and
- (d) The conversion of existing housing stock (such as in moderate-rent multi-family buildings near or in commercial areas) should be aggressively discouraged. Transient uses do not meet the housing objectives of this plan.

1409.5 Commercial areas objectives, policies, and actions are as follows:

- (a) The ward's commercial zoning is a legacy of 1950s population projections and the extensive freeway system then planned for the District, even though several map cases imposed overlays or downzoned portions along Wisconsin and Connecticut avenues between 1986 and 1992. There are still about fifty (50) acres of C-3-A and C-3-B zoning, which allows medium density business and employment buildings from sixty-five feet (65 ft.) to ninety feet (90 ft.) high with a maximum FAR of four (4.0) to six and five tenths (6.5), in Friendship Heights, at the Tenleytown Metrorail station, and

on Connecticut Avenue in the vicinity of Van Ness Street. Given the policies and land use designations of the Comprehensive Plan, including this ward plan, much of this medium density zoning must be downzoned as follows:

- (1) Tenleytown is designated as a housing opportunity area with mixed use medium density residential and moderate density commercial uses. Without rezoning, this area is likely to see redevelopment with primarily medium density office space - threatening its multi-neighborhood retail services and the opportunity for significant new housing; and
 - (2) The Connecticut and Van Ness area is designated in the Land Use Element as moderate density commercial. There are also high density apartments to the east and high volume institutional uses on the west. This area also has overloaded, and therefore poorly functioning, intersections. Transportation review to ameliorate these unacceptable problems is essential;
- (b) The remaining commercial areas of the ward are designated in the Land Use Element for low density. C-1 is a corresponding low density zone category. However, many of these areas remain zoned C-2-A or C-2-B. C-2-A may be appropriate in some places except where parcels could be large or deep and therefore capable of being developed with large buildings that will contain office space and little if any neighborhood-serving retail. Some of these areas have been rezoned to C-1, have a neighborhood commercial overlay (e.g., 11 DCMR 1300), or have been designated historic landmarks (which somewhat inhibits redevelopment potential). Given the policies and land use designations of the Comprehensive Plan, including this ward plan, much of the ward's existing commercial zoning must be further refined as follows:
- (1) In October 1986 the Mayor recommended that the Spring Valley Shopping Center (Massachusetts Avenue by 49th Street) be downzoned to C-1. The existing C-2-A zoning for this area would allow changes in height, density, and use that are inconsistent with the Comprehensive Plan and the area's historic character, and that may be incompatible with the adjacent residential communities. This commercial district must be rezoned (C-1 and/or overlay) to ensure continued consistency between land use and the Comprehensive Plan; and
 - (2) Many of the other commercial nodes or strips remain zoned C-2-A (e.g., Wisconsin Avenue in Glover Park and Wisconsin Avenue in the vicinity of Ellicott and Fessenden streets). Because C-2-A allows greater commercial FAR than the one (1.0) generally provided in local neighborhood serving retail areas, all of the ward's C-2-A areas must be evaluated in terms of the following:
 - (A) The heights, densities, and commercial uses that could occur;
 - (B) The likelihood of such redevelopment occurring in a healthy economy; and

(C) The resulting impacts from such redevelopment. Where warranted on the basis of these evaluations, further rezoning (C-1 and/or overlay) must be implemented;

- (c) The Office of Planning should consider zoning techniques that might break up the generally continuous commercial appearance of Wisconsin Avenue and create a greater sense of the commercial areas being distinct nodes, as is the case on the other major avenues in Ward 3;
- (d) Zoning amendments adopted around 1979 strictly limit hotel expansion in residential districts. The two large hotel/convention facilities in Ward 3 - the Sheraton-Washington and Omni-Shoreham hotels in Woodley Park - must be carefully controlled to prevent adverse effects on the adjacent residential community;
- (e) Where applicable, buffers must be provided with new construction to mitigate the sharp transition between some residential and commercial districts. Buffers may be landscaping, fences, or other barriers, or architectural techniques that attempt to eliminate conflicts and adverse impacts (including aesthetics, vistas, shadows, privacy, noise, odors, traffic, parking, and litter);
- (f) Commercial uses should not be introduced to areas where none is now present, and commercial zone districts should not be enlarged in the ward; and
- (g) District government agencies and officials must develop better working relationships with Montgomery County and State of Maryland officials to coordinate commercial land use policies for both jurisdictions and to be sensitive to the residential neighborhoods of Ward 3 adjacent to the District's border.

1409.6 [Reserved]

1409.7 Public and institutional land use objectives, policies, and actions are as follows:

- (a) Land use in Ward 3 must be sensitive to the retention of green space, compatible in use and scale, and respect the environmental qualities of public lands. In the decision-making to approve development proposals, there shall be a presumption that open space land should be provided. Existing park and recreational open space must be protected, and increased if possible. Park land that is unimproved should not be built upon, even for "public benefit" such as new roads, parking lots, or recreational buildings;
- (b) The Office of Planning should prepare a comprehensive analysis of land use and development activities by educational institutions in Ward 3 to evaluate the adverse effects these institutions may have on surrounding neighborhoods. The effects include excessive noise, light, traffic, parking, off-campus student housing, and so forth. The analysis should include recommendations for eliminating the adverse effects;

- (c) Because larger institutions in the ward have sought to remove uses that are substantial components of their approved campus plans, and because this then leaves a void in the campus plan, the Zoning Commission shall amend its regulations to the effect that: any substantial change to an approved campus plan, including but not limited to the relocation of a college, building, or major activity from on campus to off campus, shall be submitted to the Board of Zoning Adjustment together with revisions to the campus plan. Such change, including relocation, shall not be permitted until the Board has approved a revised campus plan (that may not include the relocation if off campus but shall provide for what use or structure is to take its place on campus), even though the relocation may be to a district other than a residence district;
- (d) The Zoning Commission must establish an open space zone district to include cemeteries, gardens, and parks. Although the ward is not characterized by the presence of cemeteries, there are at least two: Holy Rood Cemetery at Wisconsin Avenue and 35th Street, and Eldbrooke United Methodist Church on River Road near Wisconsin Avenue. In addition, the ward currently hosts a number of community gardens in areas including Glover Park (near 42nd Street and Tunlaw Road), McLean Gardens (at 39th and Newark Streets), Tilden Gardens (on Sedgwick Street near Connecticut Avenue), and 45th and Warren Streets, some of which are historic. Most of the ward's open space gardens are on park land. The ward's large parks, because they are federally owned, are not currently zoned. All of these uses - cemeteries, community gardens, and parks - are open spaces that should be zoned as such; for the cemeteries in particular this would discourage redevelopment interest; and
- (e) A significant complex of embassy compounds or ambassadorial residences is now concentrated along Tilden and Van Ness Streets. Special security considerations for these properties should be taken into account wherever the potential for intrusive new development on immediately adjacent properties exists. New high-rise structures adjacent to these properties, whose upper floors would permit visual scrutiny of activities within such properties in foreign government ownership, are inappropriate.

1409.8 Additional land use objectives, policies, and actions are as follows:

- (a) Actions by the Zoning Commission and Board of Zoning Adjustment must include consideration of the effects of light, heat, and security on one of Ward 3's important occupants - the U.S. Naval Observatory and Admiral's House - and must limit these effects where adverse. The establishment of the Naval Observatory Precinct District (11 DCMR §1531) should be monitored to ensure that the overlay, as drafted, accomplishes its stated purposes;
- (b) The density of new development shall be consistent with the Comprehensive Plan; and
- (c) Discretionary zoning approvals, such as Planned Unit Developments, affecting Ward 3 shall do the following:

ENROLLED ORIGINAL

- (1) Require traffic mitigation studies, and make recommendations for traffic management (consistent with the Comprehensive Plan including the transportation section of this ward plan) a condition of approval;
- (2) Require that an adequate municipal infrastructure (such as road, and public facilities) be in place; if the infrastructure is inadequate, the approval shall include a determination whether the improvements shall be publicly financed or be required of the development applicant as a condition for project approval;
- (3) Treat “amenities” such as tax revenue and first-source employment as requirements; and
- (4) Conform to the goals, objectives, and policies of the Comprehensive Plan, including this ward plan.